

REPORT

CD NO.

DATE OF INFORMATION 1949

DATE DIST. 42 Oct 1949

NO. OF PAGES 3

SUPPLEMENT TO  
REPORT NO. 1

LANGUAGE Serbo-Croatian

THIS IS UNEVALUATED INFORMATION

SOURCE                Newspapers as indicated.

## RAILROAD CAR PLANT EXPANDS -- Borba, No 202, 25 Aug 49

This year the "Jasenica" Railroad Car Factory in Smederevska Palanka in Serbia began mass production of new passenger cars of Yugoslav make. The cars are over 20 meters long and streamlined, have four axles, and are capable of speeds up to 140 kilometers per hour.

Modern mail cars in mass production at "Jasenica" include the FA-1 type, already in service, and the FA-2 for parcel post, the production of which has just begun. The office in the latter is located in the middle of the car, with space for parcels on both sides. This innovation will facilitate the sorting of packages.

Truck bodies, girders for bridges and other construction, and factory equipment are also in production at "Jasenica."

Within the next few years, components of motor trains and dining and sleeping cars will be built there in addition to modern passenger cars.

\* A new factory, to be one of the largest railroad car factories in Europe, is being built beside the old one. When the new one is finished, the old one will be used only for the development of prototypes for new cars and for research.

The largest section of the new factory will be the assembly room, which will be 300 meters long and will occupy 30,000 square meters. It will be surrounded by auxiliary workshops for the manufacture of parts.

The main room, now under construction, will occupy 20,000 square meters. One of the walls is already at ceiling level. Next year the room will be extended another hundred meters.

Measures are being taken to increase the supply of manpower and skilled labor at the factory.

- 1 -

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RAILROAD NET GROWING -- Politika, No 13343, 15 Sep 49

The Five-Year Plan calls for the construction of 477 kilometers of double-track standard-gauge railroad, the completion of 40 kilometers of line already begun, the construction of 1,500 kilometers of other line, and the electrification of 300 kilometers of standard-gauge line.

The first postwar railroad lines were the 90-kilometer Brcko-Banovici, the Petrovac-Iadine Vode, and the Bar-Crni Vrh lines, built in 1947. Since then the following lines have been added: Samac-Sarajevo, Niksic-Titograd, Kucevo-Brodice, Kursumlija-Pristina, Bihac-Knin, Sezana-Dutovlje, Preserje-Borovnica, Poljana-Krka, Ljubija-Brezicani, Ovca-Kisilava, the Zemun-Novska double-track line, and the Pioneer lines in Zagreb, Belgrade, Ljubljana, Sarajevo, and Skopje.

The following new lines are under construction: Sabac-Zvornik, Skoplje-Gostivar, Kumanovo-Stip, Metohija-Prizren, Lupoglav-Stalijs, Sarajevo-Ploce, Mavrovac-Despotovac, Grubisno Polje-Bastaj, Sremska Raca-Bijeljina, Podlingovi-Vares, Gracanica-Jenjevo, Kosovska Mitrovica-Trepca, Bor-Vrazogrnac, Lasva-Busovaca, Dobranja-Mramor, Poljana-Puracic, Bukinje-Belica Potok, and Zemun Novi Grad-Kijevo (part of the Belgrade railroad system).

RAIL LINE SHORTENS ROUTE TO SEA -- Slobodna Dalmacija, No 1435, 8 Sep 49

Large-scale work on the construction of a standard-gauge railroad line between Sarajevo and Ploce will start next year. This line will extend through very difficult terrain, from Blazuj to the Ivan Planina (Highland), by the same route as the present narrow-gauge line. The present tunnel in the Ivan Planina will be widened a little and used. However, the present grade on the line will be reduced by more than one-half.

The line will change direction considerably beyond the Ivan Planina, but from Ostrozac it will run along the Neretva to below Jablanica, where the construction of the largest tunnel on this line, around 2,000 meters long, has already started. From the tunnel the line will run on to the Neretva along the present route as far as Mostar. At present the rest of the line is being laid out. The length of the new Sarajevo-Ploce line will total 180 kilometers, and there will be around 14 tunnels on it with a total length of 5 kilometers.

Work on the construction of the Jablanica Tunnel is near completion. Three bridges will also be constructed here, including one which has already been finished.

The new line, which will be electrified, will be 81 kilometers shorter than the present line, thus making shipping to and from Bosnia and Herzegovina much faster and cheaper.

RAILROAD WILL DEVELOP REMOTE DISTRICTS -- Borba, No 212, 5 Sep 49

Work began in July 1948 on the construction of the 55-kilometer Kumanovo Sveti Nikola-Ovce Polje standard-gauge railroad, later to be extended to Strmalca. At present, earthwork is in progress along the entire route, and cuts and embankments are being made. Several tunnels, some of them over 500 meters long, are being cut.

This line will connect once remote districts of Macedonia with the main railroad lines and thus accelerate their economic development.

- 2 -

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**SERBIAN RAIL LINE STARTED -- Borba, No 208, 1 Sep 49**

The construction of the new 38-kilometer Svilaamac-Despotovac railroad line was begun this month. The volunteers from the People's Front who are building the line have pledged its completion by the end of 1949.

**FIRST DINING CAR MAKES INITIAL RUN -- Borba, No 203, 27 Aug 49**

The first Yugoslav dining car was formally put into service on the Ljubljana-Bijela line on 23 August. The car was built in the Railroad Workshop at Maribor entirely of Yugoslav materials from the plans of a Yugoslav engineer. Four more cars of the same type are under construction at the same plant.

**MAZUT IN LOCOMOTIVES SAVES COAL -- Rad, No 220, 14 Sep 49**

Mazut, which increases the calorific value of coal, will soon be used on Yugoslav railroads to extend the coal supply. Five sets of apparatus are being made by which mazut can be injected directly into the firebox of a locomotive. When the apparatus is completed, a run that would normally consume 5 tons of coal can be made on 2 tons of lignite and 2 tons of mazut.

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- 3 -

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